DEPARTMENT OF THE NAVY
NAVAL AIR STATION OCEANA
1750 TOMCAT BOULEVARD
VIRGINIA BEACH, VIRGINIA 23460-2168

IN REPLY REFER TO:
NASOCEANAINST 11130.1K
33
DEC 16 2004

NAVAL AIR STATION OCEANA INSTRUCTION 11130.1K

Subj: HIGH POWER AIRCRAFT ACOUSTICAL ENCLOSURE TURN-UP AREA AND PROCEDURES OR AIRCRAFT TURNS

Ref: (a) Aircraft Handling and Securing Equipment (NAVAIR 17-1-537, 17-1-114)
(b) NASOCEANAINST 6280.1C

Encl: (1) Diagram of High Power Turn-up Area
(2) Aircraft Check List

1. Purpose. To establish policy for the use and management of the Aircraft Acoustical Enclosure (Hush House) and aircraft engine high power turn-up area and publish regulations for engine turn-ups on board Naval Air Station (NAS) Oceana.

2. Cancellation. NASOCEANAINST 11130.1J. Because of numerous changes paragraph markings have been omitted.

3. Discussion

a. The Hush House, the primary facility to perform all high power turns, as shown in enclosure (1), will be utilized by all activities requiring high power turns.

(1) Aircraft engines may be operated on flight lines with power settings at or below power settings specified below, provided all safety precautions are complied with and aircraft are secured per applicable maintenance publications.

(2) Turning of aircraft or turbojet engines above 80 percent, except to scavenge excess fuel prior to shutting down, is prohibited and shall be accomplished in the high power turn area.

b. The Hush House will be utilized for testing of all mobile test stand-mounted turbojet engines.

c. The high power turn-up area is located adjacent to the approach end of Runway 5R.

d. The Hush House and high power spots are equipped with Type XIII holdback fittings. Holdbacks are certified to 45,000 pounds.

(1) Per reference (a), F110 engines are limited to single burner or duel military runs not to exceed 45,000 pounds of thrust.

(2) Both F110 engines may not be advanced to afterburner simultaneously.

(3) F/A-18s, with F404 engines, are not authorized to perform dual after burner runs in the Hush House, but may do so outside. Both F404 engines may be momentarily selected to afterburner to verify the Variable Exhaust Nozzles (VEN) operated simultaneously.

e. Squadron personnel shall draw high power chains from the Hush House.

f. All aircraft high power turns will be accomplished in the Hush House. Operational commitments may require simultaneous high power turns. In this instance, the secondary (outside high power turn spots) will be utilized.

(1) Outside high power turns will only be performed from 0700 to 2300. On Sundays, turn-ups shall be performed only between 1300 to 2300. Outside these prescribed times, prior permission shall be obtained from the NAS Oceana Air Operations Duty Officer (AODO) at 433-2162. High power turns are authorized in the Hush House 24 hours a day, seven days a week.

(2) To support operational commitments, Hush House personnel may be recalled to operate the Hush House after normal working hours, as well as weekends. Contact the NAS Oceana Quarterdeck at 433-2366 for recall number.

NOTE: Operational commitments refer to operational necessities such as shipboard deployment or fleet exercises. Preparing aircraft for routine training does not meet the criteria of operational commitments.

(3) Maintenance turns between the hours of 2300 to 0700, no power setting greater than the throttle on the idle stop is authorized.

g. Scheduling of high power turns is on a first-come basis and will be coordinated and controlled by calling the Hush House at 433-3932/3931.

(1) Prolonged turns and engine maintenance within the Hush House shall be coordinated with Hush House personnel.

(2) Commander, Strike Fighter Wing, Atlantic (CSFWL) or a designated representative shall resolve any conflict in the priority of utilization by fleet units.

4. Responsibilities

a. The Hush House Manager is responsible for maintaining the Hush House, high power turn-up area and its facilities.

b. Each user is responsible for the cleanliness and reduction of foreign object damage hazards and shall police the area prior to and following each use. Any questions or suggestions regarding the area should be directed to the Hush House Manager.

c. Users are responsible for complying with the provisions of this instruction, references (a) and (b) and CSFWL instructions and maintenance publications for aircraft to be turned.

d. Aircraft Intermediate Maintenance Detachment Power Plants Division is responsible for the area around the external test cell.

5. Procedures

a. The Hush House is the primary facility for turning aircraft above 80 percent, except as noted in paragraph 3a(1). Hush House personnel shall:

(1) Manage, schedule and maintain the Hush House and high-power spots and published operating procedures located within the Hush House control room.

(2) Be responsible for the direction and parking of aircraft within the Hush House.

(3) Operate all controls within the facility.

(4) Stand-by on weekends to open facility for squadrons requiring a high power turn.

b. All aircraft shall:

(1) Be towed to and from the high power turn-up area.

(2) Be prepared for turn-up following the guidelines in enclosure (2) which shall be retained by Hush House personnel.

(a) Prior to turning in the hangar or outside, enclosure (2) shall be completed and retained by Hush House personnel.

(b) High power chains shall be checked out from the Hush House.

(c) Squadrons shall provide hold back adapter.

(3) Require a minimum of four squadron personnel while in the Hush House, to move aircraft. Hush House personnel shall direct the move.

c. Procedures for Utilizing Outside High Power Spots

(1) Prior to utilizing outside high power spots, aircraft shall check in with Oceana Ground Control on UHF frequency 336.4 or FM 141.0.

(2) Aircraft shall be secured to holdback fittings, perpendicular to the blast deflector by using the correct chain and adapter for Type Model Series aircraft.

(3) Aircraft shall be positioned to eliminate as much slack as practical in the holdback assembly prior to starting engines.

(4) Aircraft shall have parking brakes set and a minimum of two chocks in place.

(6) At least two 150-pound Halon 1211 extinguishers shall be located in the immediate vicinity.

(7) In the event of an emergency, personnel operating engines shall immediately notify Oceana Ground Control on UHF frequency 336.4 or FM 141.0.

(8) Squadron personnel, prior to aircraft leaving the turn-up area, shall clean all discharges of fuel, oil, coolant and hydraulic fluid in the high power area.

(a) Squadron personnel shall bring adequate cleaning materials and plastic bags for hazardous material (HAZMAT) disposal.

(b) A turn qualified individual shall contact Oceana Ground Control when any HAZMAT spills greater than one gallon reaches a storm drain, ditch, sanitary sewer or bare ground, except for drains located in the Hush House; then contact their Maintenance Control which shall initiate all clean-up and reporting procedures per reference (b).

(9) The AODO (433-2162) shall be contacted for authorization prior to low power turns on the ramp between 2300 and 0700, Monday through Saturday, and 2300 to 1300, Sunday.

T. KEELEY

Distribution:
NASOCEANAINST 5216.1X
List I (11, 30, and 33 only) III (N041VB, N05VB, 22, 42D1, 42E1, 42GG1, 42J1, 42L1, 42XX)

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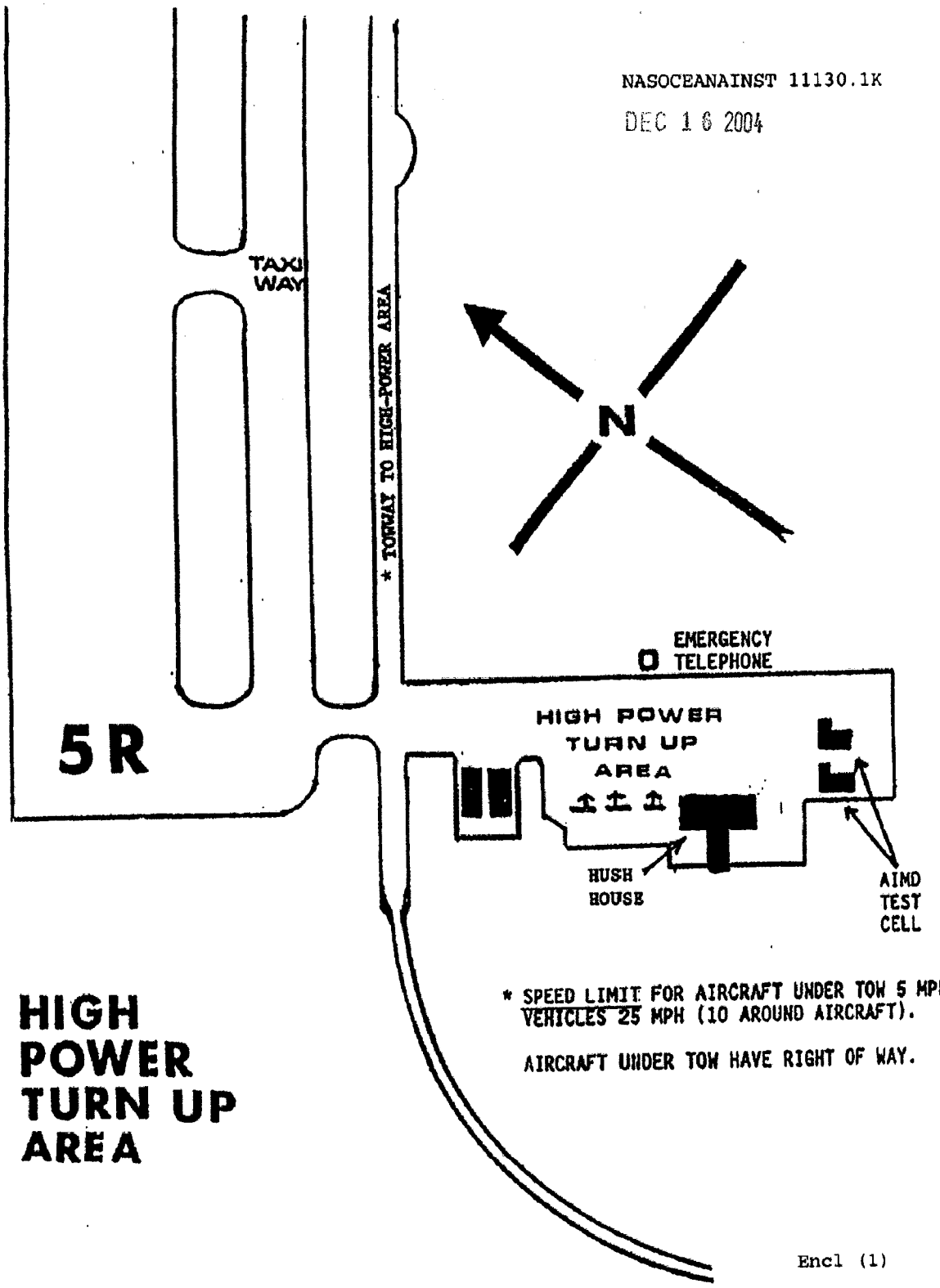

HIGH POWER TURN UP AREA

* SPEED LIMIT FOR AIRCRAFT UNDER TOW 5 MPH, VEHICLES 25 MPH (10 AROUND AIRCRAFT).

AIRCRAFT UNDER TOW HAVE RIGHT OF WAY.

AIRCRAFT ACOUSTICAL ENCLOSURE
NAVAL AIR STATION OCEANA, VIRGINIA BEACH, VA

Date: _____

1. Aircraft Check List: The following shall be accomplished and verified by squadrons' Maintenance Control prior to delivering aircraft to the Hush House for aircraft high power turns.

a. Low power and leak checks accomplished

b. Proper servicing

c. F-18 shall have fuel drained from door 68 (catch tank)

d. F-14 shall have fuel drained from vent tank

e. Landing Gear (pinned and safetied)

f. Ejection seat/canopies (pinned and safetied)

g. Aircraft de-armed

h. Lox converters removed

i. Hold Back Adapter (Hold Back Chain is pre-positioned at the Hush House)

j. Intake duct inspected and screens installed

2. High Power Run Sheet: Maintenance Chief _____

Squadron: _____ BUNO: _____ Aircraft type: _____

Barometric: _____ Weather: _____ Temperature: _____

Reason for turn: _____

_____

Time arrived: _____ Engine start: _____

Engine stop: _____ Departed: _____

I fully understand the pre-operational procedures as explained by Hush House personnel.

Turn Crew

Name / Rate / Crew Position / Signature

_____/_____/_____/_____

_____

_____/_____/_____/_____

_____

_____/_____/_____/_____

_____

_____/_____/_____/_____

_____

_____/_____/_____/_____

_____

(Outside/inside)

Hush House Supervisor: _____

Squadron Turn Supervisor: _____